

Missouri
Department
of Transportation



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BID TABULATION

General Services
(Procurement) Division

Thank you for your response to our Request For Bid # D211-028-R2. For your information, the following is a tabulation of all responses which were received. This bid was awarded to: **JMG Equipment Company**. If you have any questions, please contact me at the address/phone number shown above. Buyer: William D. "Bill" Noyes, CPPO, CPPB, Senior Procurement Agent Date/Time of posting: February 7, 2011 / 3:30 PM

Quantity	U/M	Description	Victor L. Phillips Company	Pat Kelly Equipment Co.	JMG Equipment Company	G.W. Van Keppel Company
4	Each	Pull Pavers (Tow Type Asphalt Pavers)	\$43,445.00 each	\$44,922.00	\$45,350.00	\$45,620.00
Total Cost Extension:			\$173,780.00	\$179,688.00	\$181,400.00	\$182,480.00
Delivery Lead Time (ARO = After Receipt of Order):			60-75 days ARO	45-120 days ARO	120 days ARO	60-90 days ARO
Make/Model of Equipment:			Layton D550	Layton D550	JMG 414 Pullbox	Layton D550

After reviewing specifications, requesting additional information from the vendors, and comparing the capabilities of the Layton D550 and the JMG 414, the decision was made to award to JMG Equipment Company using the "lowest and best" principle of award, based on the following findings:

- 1) The preferred method of transporting pull paver units to job sites is by carrying these hooked to the back of dump truck beds. This method may be used by both units, but our field experience in District 2 is that the weight and design of the JMG 414 (formerly Bomag 413) unit has caused less damage to our dump truck beds than the Layton units did when transported in this manner.
- 2) The maximum width patch these units can accomplish is 12' for the Layton unit versus 14' for the JMG unit. (Note: The Bomag 413 unit used as the base specification unit in our RFB document had a 13' maximum paving width.) Crews prefer the wider width patching of the JMG unit, which will allow them to do one pass patching from the centerline to the shoulder on our minor routes.
- 3) Hopper wings are adjusted manually on the Layton unit and hydraulically on the JMG unit. Crews prefer the hydraulically adjusted wings.
- 4) Regarding a question raised by the Victor L. Phillips Company concerning an "overlapping plate design" of the JMG unit, our crews felt this 1/4" difference can be adequately worked out by rollers on the job site to acceptably address any variances this may cause in the thickness of the mat.

Heisel Equipment Company, Hertz Equipment Rental Corporation, Roland Machinery Company, and Rental Service Corporations (RSC) each submitted a "No Bid" response. Notification of the online posting of this RFB opportunity was also sent to Bomag America, Halco, Kirby-Smith Machinery, and Roadbuilders Machinery and Supply Co., but no responses were received from any of these vendors.